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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OVERSEAS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
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With which is incorporated the
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Hongkong Daily Press.

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East.

No. 16,346. 號六十四百三千六萬一第 日十初月八年二統宣 HONGKONG, TUESDAY, SEPTEMBER 13TH, 1910. 二拜禮 號三十月九年十一百九千一英港香 PRICE \$3 PER MONTH.

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[a34-1]

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[a1472]

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Hongkong, 29th April, 1908. [a728]

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11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m. every 15 minutes.

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9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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Hongkong, 1st April, 1909. [a76]

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[910]

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Including MISS GEORGIE CORLASS.

TO-NIGHT AT 9 O'CLOCK,

THE GREAT GERMAN STUDENT PLAY

By WILHELM MEYER FORESTER.

"OLD HEIDELBERG"

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As played with enormous success for over two years at the St. James' Theatre, London.

MISS GEORGIE CORLASS as "KATHIE."

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[1034]

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993]

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"NOVEMBER,"
Care of "Daily Press" Office,
Hongkong, 12th September, 1910. [1043]

INTIMATIONS

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THE ANNUAL AQUATIC SPORTS

will take place in the CLUB BATH, on the 22nd, 23rd and 24th inst. The HALF-MILE, to be swum in the open, is for the CHAMPIONSHIP of the Colony. Entries close on the 17th inst. Entry Forms obtainable from the Steward.

FRANK LAMBERT,
Hon. Secretary.
Hongkong, 12th September, 1910. [1044]

SOCIETE DES PULPES ET PAPERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (\$10) HAIPHONG CURRENCY, Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 1st October, 1910.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, The Banque de l'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificate may be sent in to Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors,
T. F. HOUGH,
Chairman.
Hongkong General Purposes Committee.
Hongkong, 1st September, 1910. [1009]

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Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel Residents.
Electric Lifts to each floor.
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Telephones on every floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Master in attendance.
CHAMBERS MODERATE, AND NO EXTRAS.
[a35] A. F. DAVIES, Manager.

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Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hotel at separate tables.
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MANAGER.
Hongkong, 24th July, 1905. [a353]

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Telegraphic Address "COMFORT," Hongkong.
Hongkong, 1st September, 1910. [a542]

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"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a36]

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A most pleasant retreat for those desirous for a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. Two steamers (as. Sui An and Sui Tai) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER

[a215]

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BIRTH.
On September 3rd, at Shanghai, to the wife of WILLIAM T. GRACEY, American Consul, Nanjing, a son (Wilbur Yale).

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 13TH, 1910.

The electoral contest in United South Africa, which is to be decided by the ballot on Thursday, is being very strenuously fought, mainly on the educational question, but it is of special interest to readers in the Far East to notice that the Chinese labour question figures very prominently in the election speeches. Ministers, a telegraphic report says, are making much capital of their action in abolishing Chinese labour, claiming that their administration in the various States has coincided with a steady revival of prosperity. A warm controversy on the subject seems to have been in progress at Pretoria, where General Borna and Sir Percy FitzPatrick are the rival candidates. The Cape Times, in a leader on the subject, maintains that it is impossible to deny that the experiment of indentured Chinese labour in the mines was invaluable in helping to tide over a period of transition, and the paper claims that the present prosperous situation is the result of the astute reaping of all the advantages of Chinese labour, while professing to object to it. "It is folly," the writer says, "to imagine that the present adequacy of labour in the mines argues a sufficiency for the requirements of the rest of South Africa. Disillusionment is imminent, and the irony of the situation

to-day lies in the possibility of a Nationalist Ministry being confronted with the Chinese Problem of 1908, when the former, non-committal, tongue-tied policy will be non-availing." On the other hand, General Borna in a recent speech at Pretoria declared that while the Government was anxious to settle a great white population in the country, it would be economically dangerous to bring in thousands of immigrants while there are thousands of indigent people in South Africa already. It is impossible for the outsider to decide between these conflicting statements by people who ought to know. While one is suggesting that the present supply of labour is in adequate, the other is talking of the "thousands of indigent persons" already in South Africa, thus conveying the impression that the supply of labour is greatly in excess of the demand. Whatever the exact truth of the matter may be, we can be quite sure of this, that so far as the question of Asiatic immigration into South Africa is concerned the voting of the white population will be overwhelmingly against it, as is the case in every other colony.

The question of immigration is, however, but a single plank in a rather wide platform. As stated at the outset, the fight turns largely on the education question, in the Orange Free State, which really involves the question of racial ascendancy. The main facts are tersely summarised by the Times as follows:—"Up to the beginning of 1908 the system which had prevailed since the war 'throughout the Orange River Colony was the same as that established in the Transvaal by Lord Milner and loyally worked out by Mr. Smuts. Every child's education at the outset was begun in its own mother-tongue; and if this was Dutch and not English, the latter was gradually substituted in the higher standards. Thus any Dutch child who had spent four or five years at school passed out with a good knowledge of English; having of course retained its own tongue as well. But this did not suit the more strenuous Nationalists, who grew afraid that Dutch would tend to disappear; and in 1908 GENERAL HERTZOG, a member of the new Ministry, introduced a new law. Its principle, under the specious name of 'equal rights,' was that Dutch and English were to be taught throughout the whole school-course; that instruction was to be conveyed in both languages; and also that every teacher was to be equally familiar with both." We are told that the new system has proved to be unworkable, and unpopular with many of the Dutch themselves, "who, like the Welsh, quite understand the money value of a knowledge of English." Ministers have sought to minimise the importance of this question by representing it as one of purely local interest, but this is simply to ignore the patent fact which the Unionists have been insistently pointing out, that the question of language is practically a question of race. Neither General HERTZOG nor his fellow Ministers can seriously contend that the present educational policy in the Orange State does not engender and accentuate racial differences and animosities, and so far as Thursday's election turns upon this question it is seen to be one of considerable significance to the future of the country.

An interport rowing contest is being arranged at Shanghai.

The only case of communicable disease notified in Hongkong last week was a British case of scarlet fever.

At the Magistrate's yesterday Mr. E. R. Halifax sentenced four Chinese who stole away on the *Wai Sang* to one month's imprisonment.

The Peak cars did not resume running till two o'clock yesterday afternoon, so that the residents had either to walk down to their offices or ride in chairs.

A cargo boatman, who was found carrying on his calling without a licence, was fined \$5 by Commander Basil Taylor, R.N., at the Marine Magistrate's Court yesterday.

We have to apologise to a large number of subscribers for the late delivery of the paper yesterday owing to an accident in the machine room as the paper was going to press.

If I. J. M.'s cruiser *Suma* left Hongkong yesterday afternoon for Swatow, where she will make a stay of four or five days, and then return to Formosa, going to Shanghai later.

A native who was convicted of stealing a bundle of clothing from a passenger on the *Kwong Tung* was at the Magistrate's yesterday sentenced to three months' imprisonment with hard labour and six hours' stocks.

On the evening of the 30th ult. the Customs officials at Bangkok searched the luggage of a Japanese passenger arriving in Bangkok by the *Nuen Tung*. One of his trunks, a large one, had a false bottom holding 312 bottles of morphine. He was arrested and handed over to the proper authorities.

Mr. Henry Blyth, of Great Yarmouth, for many years chairman of the Board of Guardians, and the donor of two hospitals in China, left estate valued at £17,634.

The total output of the Chinese Engineering and Mining Company, Limited, three mines for the week ending 27th August, amounted to 22,025.56 tons and the sales during the period to 15,261.84 tons.

Shanghai papers announce the death at Yokohama of Monsieur R. Bagge, Consul-General for Sweden in Shanghai. Mr. Bagge had not been in good health this summer, but no anxiety had been felt about his condition and it was hoped that a change would completely restore him. He left for Japan last month, but would seem to have been too run down to derive any benefit from the change.

THE SIBERIAN MAIL.

There was general complaint in the Colony yesterday at the late delivery of the Siberian Mail, which arrived by the *Chesna* on Sunday night and was not delivered in the principal business quarter of the city by yesterday noon. We learn that the mail did not reach the Post Office until twelve hours after the ship arrived in port.

They do these things better at Shanghai. The following paragraph appears in the *N. O. Daily News* of Wednesday last:—"The mail from London via Siberia and Tairen, ex S.M.R.S. *Kokura Maru*, was received at the British Post Office at 1.35 p.m. and delivery began at 2.27 p.m."—that is well under an hour.

It is bad enough to have to wait until Monday for a mail which ought invariably to reach Hongkong by Saturday morning, but the limit of patience is reached when a mail arriving on Sunday night is not delivered by noon on Monday. The mail delivered yesterday afternoon reached Shanghai last Tuesday morning. With steamers leaving Shanghai daily for Hongkong we ought to be able to count on the mail reaching Hongkong on Friday, or Saturday at the latest.

WARWICK MAJOR COMEDY COMPANY.

At the Theatre Royal last night the Warwick Major Comedy Co. staged Mr. Brandon Thomas' ever-popular farcical comedy "Charley's Aunt." The piece went with a delightful swing, and the loud and frequent laughter of the well-filled house was ample testimony of the ability of the performers and the appreciation of the audience. Miss Minnie Bayner filled the title role with great success, and Mr. Reginald Rivington, as Sir Francis Chesney, baronet, was very much at home in his part. Mr. Robert Stephenson made a gay old solicitor, while Miss Nina Osborne, Miss Maude Stewart, Dorey and Miss Lillian Lloyd acted their parts well. The colleagues, who caused no end of laughter, were Messrs G. F. Story, Ronald Garland and Kenneth Brampton, while as Brassey, the college scout, Mr. Jess Sweet contributed considerably to the amusement of the evening.

After this the scene was changed and the Company appeared in acts three and four of "You never can tell," the comedy which was cut short on Friday night when the lights failed. It was an exceedingly interesting play, and adequate justice was done to it by Mr. Major's Combination. Needless to say, the curtain fell amid enthralling applause.

THE SHANGHAI-NANKING RAILWAY.

NEW LOCOMOTIVE.

At this present moment there are being erected in the railway workshops two out of the four largest diameter driving wheel engines in China. Being provided with a permanent way and running equipment capable of satisfying all the requirements of the highest speed that the 4ft. 8in. gauge can need, the administration has set about to solve the problems of importing a class of locomotive that will have the extremely large passenger traffic fast and economies by. The volume of the passenger traffic can be judged from the fact that the rates, facilities and conveniences provided have brought on to this line, 200 miles long, 80,000 more passengers in the year than travel over the Northern Railways of China, 600 miles long.

Mr. Pope, the general manager, with a wide experience of Eastern passenger traffic, has always been of opinion that the best means of serving the constituents of the territory through which the Shanghai-Nanking Railway runs would be to run frequent and fast trains with fairly light loads, rather than few and heavy trains that do not suit the hours of travel, and, following the lead of the Midland, the Great Eastern, and Great Northern Railways he has pressed upon the managing director and the Chinese Government the adoption of the 7-ft. diameter single driver locomotive, of which four have been ordered.

The strong advocates of the coupled driving wheel engines have always held out the want of adhesive power on the rails for starting purposes of the single driver, but as the Shanghai-Nanking Railway is a flat line, with comparatively light trains, stopping only in 60 miles (as these engines will be required) the managing director has decided to support Mr. Pope's contention and give the engines a trial on the score of their economy in coal and the less wear and tear on the road.

The engines have given qualified success at Home on railways confronted with just such problems as the Shanghai-Nanking Railway, and the experiment on this line in China will be watched with great interest. The engines will undergo their trials very shortly, and judging by their appearance and finish they should answer all that is expected of them. At any rate the decrease of nearly one hour in the running time between Shanghai and Nanking prophesied in their case will alone be a boon which this part of the country will accept with gratitude.

In any case the decided effort being made by the Shanghai-Nanking Railway officials to grapple with problems that will better the already excellent service deserves the sympathetic interest of all their constituents.

The express trains now running daily, which keep time to the minute, and are provided with excellent rolling-stock, are very hard to beat. They are equal to, if not better than, the best service in the East.—*N. O. Daily News*.

THE INCREASED TAXATION OF OPIUM.

THE ATTITUDE OF THE CANTON VICEROY.

We understand that with a view to reaching a settlement of the questions raised by the action of the Canton Government in placing a prohibitive tax on prepared opium, and in this way practically putting a sudden end to the import trade in raw opium, and so threatening the importing firms with very heavy loss, the British Charge d'Affaires at Peking has suggested a compromise on the basis of an increased Customs' tax with definite guarantees that there will be no further taxation of the drug in its raw or prepared state.

Following is a translation of a telegram on the question which has been sent to the Viceroy by the Canton Viceroy:—

"With reference to the license fee on prepared opium, on every tool of prepared opium 30 cents are to be collected for the first term of three months. In every chest of raw opium there are 40 balls, each weighing 43 taels. Assuming that only half of this weight can be secured when turning it into prepared opium—i.e. 24 taels of prepared opium are to be got from every ball of raw opium—over \$230 dollars can thereby be obtained on every chest of raw opium. Over 18,500 chests of raw opium were imported last year. On this basis a sum of more than \$4,400,000 would be obtained; the intention being to gradually increase the tax in each successive term. The same amount of money can therefore be reckoned on, though the number of opium-smokers be gradually diminished. This revenue cannot, however, be permanently relied upon, but the amount will be by no means small for the first three years.

"Moreover, if the price of prepared opium is not to be increased, the people will not abandon the opium habit. The suggestion of the foreigners that the ordinary duties on opium be increased is a different matter altogether. If the question of increasing the ordinary duties concerns the whole empire, the province of Kwangtung is of course included; but if the ordinary duty is only increased in lieu of the prepared opium tax imposed in the Province of Kwangtung, they (the foreigners) will say that a heavy additional import duty has been imposed. This is only a question of raising revenue; it has nothing to do with the Anti-Opium question.

"With regard to the question of raising funds, every chest of opium imported has only to pay a duty of 110 taels including likin tax. Though the sum be doubled, the amount collected would still be smaller than the tax imposed on prepared opium. Furthermore, if the proposal to increase the import duties be accepted and a new treaty made, the duty cannot afterwards be increased whereas a tax on prepared opium can be gradually increased. Therefore it would be a great obstacle to the anti-opium movement, for opium smokers would hesitate to abandon the habit. The best plan to stop opium-smoking is to increase the tax on opium. You say this opportunity to increase the import duties on opium should not be missed, but I must point out that we can only tell from the Customs returns the quantity of opium imported, and after the opium has been imported one can hardly tell where it is to be sent, and so we would be quite ignorant of what quantity of opium is consumed in a particular locality. The law to stop opium-smoking should be strictly enforced; if there is to be this drawback we shall not get the officials to do their duties in this respect in such a manner as is desired. The tax imposed on prepared opium does not affect the trade of foreign merchants. If we at once abandon the tax on prepared opium and enter into a discussion about increasing the Customs duty, think how much valuable time will be lost. The resolution of opium-smokers to give up the use of the drug too, will be weakened. It is very difficult, therefore, to comply with the British Minister's request to increase the duty on imported opium (instead of putting a tax on prepared opium). Please take the question into consideration and make better arrangements."

CHINESE PARTNERSHIPS IN SIAM.

Commenting on a leading article which recently appeared in the *Hongkong Daily Press* on the subject of a compulsory registration of Chinese partnerships, in the course of which we summarised the reasons on which the Committee of Inquiry in 1900 based its adverse decision, the *Bangkok Times* remarks:—

"There is nothing in these reasons that need make the Siam Government hesitate in carrying out the proposal to provide for the voluntary registration of unlimited partnerships, a proposal which is now under consideration. Now do these reasons afford any good ground for declaring compulsory registration impracticable. The object of registration is to prevent fraud in the obtaining of credit, and one fails to see why anyone but the firm itself need worry about the completeness or the correctness of the registered list of partners. If it is on the strength of that list that the firm would try to obtain credit, the registered partners would be alone responsible; and they could not be registered without knowing their responsibility. The present want of system provides a loophole for fraud if a firm gets into difficulties, and whatever may be done elsewhere it is to be hoped this country will carry out the contemplated scheme of optional registration, short as it comes of what is wanted to give the desired commercial security.

A man named J. McMillan, who was recently convicted at the British Court, Shanghai, for stowing away on the French mail steamer from Hongkong to Shanghai, was several days ago taken to the General Hospital as being of unsound mind. He was to have been sent to the Mental Ward, but when the authorities went to fetch him he had gone, having escaped from the hospital during the night.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

FRANCE AND GERMANY.

THE DISTRIBUTION OF FRENCH NAVAL FORCES.

LONDON, September 12th.

A Paris telegram reports that M. Lanessan, ex-Minister of Marine, has published an article protesting against a suggested redistribution of the French Naval forces, contending that, in view of German preparations, it is in the North and not in the Mediterranean that the most powerful fleets should be concentrated. M. Lanessan adds that such a policy is moreover dictated by the understanding with Great Britain.

GERMAN ARMY MANOEUVRES.

"UNIQUE EFFICIENCY."

LONDON, September 12th.

The German Army Manoeuvres are concluded.

All observers praise the stamina and training of the men who were working in arduous country with unique efficiency.

JAPANESE MAYORS VISITING EUROPE.

LONDON, September 12th.

The Mayors of Tokyo and Osaka have arrived in Berlin.

AUSTRIA AND GREAT BRITAIN.

LONDON, September 12th.

The Emperor Francis Joseph of Austria-Hungary received Lord Rosebery's Mission announcing the accession of King George V. with the utmost cordiality.

His Majesty afterwards visited Lord Rosebery at his apartments in the Imperial Castle of Hofburg, which is an unprecedented mark of favour.

Other unusual attentions were shown the Mission.

TURKEY AND GREECE.

LONDON, September 12th.

A Constantinople despatch states that the Turkish Government has communicated officially to the Greek Patriarch its prohibition under pains and penalties of the proposed National Assembly as being contrary to the law of the State and the Patriarchal privileges; and also as being likely to provoke disturbances.

A RESCUE AT SEA.

News of a rescue at sea was brought to Shanghai by the H.A.L.S. *Ambria*, Capt. Deane, which arrived from Formosa last week. The *Ambria*, while on the passage from Hongkong to Formosa, sighted an overturned junk to which were clinging nine Chinese—seven men and two women. A heavy sea was running, but a boat was lowered and, under the direction of the chief officer, succeeded in transferring the castaways to the *Ambria* after two hours' hard and perilous work. The Chinese stated that they came from Amoy, and after a trip to Tamsui encountered a typhoon while making for Foochow. The junk was capsized when a few hundred miles from Amoy. Two men and five children were drowned, but the others had clung to their overturned vessel for five days, during which they were in a very exhausted condition when they were taken on board the *Ambria*. The survivors of the disaster were taken to the Taitai's yamen.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Austria* left Singapore for this port on the 10th inst. and is due here on the 16th inst.

The I.G.M. str. *Prinz Bital Friedrich*, carrying the German Mail with dates from Berlin of the 24th ultimo, left Colombo on the 10th instant p.m., and may be expected here on or about the 20th instant p.m.

The I.G.M. str. *Derfflinger*, which left here on the 7th inst., at 6 p.m., arrived at Shanghai on the 10th instant, at 6 a.m.

The P.M. str. *China*, which left here on the 13th ultimo, arrived at San Francisco on the 10th instant.

The H.A. Linie str. *Liberia* left Shanghai on the 11th instant p.m., and may be expected here on or about the 15th inst.

The I.G.M. str. *Goben*, which left here on the 7th inst., at 4 p.m., arrived at Singapore on the 11th instant, at 6 p.m.

OPIUM CONFERENCE POSTPONED.

PEKING, September 12th.

The proposed Opium Conference at The Hague has been postponed for a year.

[FROM THE "N. O. DAILY NEWS."]

AN IMPORTANT DISCOVERY.

LONDON, September 8th.

Advices from Paris state that Madame Curie has announced that, in collaboration with Monsieur Debiere, she has succeeded in obtaining pure metallic radium. Hitherto only salts of that metal have been obtainable.

THE RUSSIAN TROOPS.

LONDON, September 8th.

The Teheran correspondent of "The Times" says that the negotiations for the removal of the Russian troops are dangerously near a deadlock.

The British Minister, Sir George Barclay, K.C.M.G., is actively promoting a friendly understanding.

HOME CRICKET.

LONDON, September 8th.

The cricket match between the Gentlemen of England and the Players of England played at Scarborough on September 5, 6 and 8, resulted in a draw.

[FROM THE MANILA "CABLENEWS."]

INCREASING THE UNITED STATES ARMY.

WASHINGTON, September 7th.

The President has approved estimates to be presented to Congress this fall for the increase of the enlisted force of the United States army to 87,000 men.

[At the present time the maximum force of the army is 70,000 and the additional 17,000 will allow organisations to be recruited to about 70 men each instead of about 55, which is now the limit in the cavalry and infantry branches.]

THE STRANDED STEAMER "PROTEUS."

The *N. O. Daily News* publishes the following particulars concerning the C.E. & M.S. *Proteus* (chartered), which ran aground near Drinkwater Point, North Channel, on Saturday night, the 3rd instant.

At 11 a.m., on Sunday, the C.N.S. *Shuntien*, inward bound from Tientsin and ports, passed the *Proteus*, which was then badly ashore on a bank about six miles E. S. E. of Drinkwater Point. She was in a dangerous position and broadcast on the tide. The *Shuntien* was unable to render assistance owing to the very heavy seas and the shoals in the vicinity. The master of the *Shuntien* advised the master of the *Proteus* to let go both anchors, as the tide would be at its height at noon and there would be two more feet of water. The *Proteus* asked that tug-boats and lighters be sent from Shanghai to her assistance as soon as possible.

On receipt of this information on Sunday afternoon, the Shanghai Tug and Lighter Company, at once dispatched the tug-boat *Yulan*, which was followed on Monday morning by the tug-boat *Sinfulun*, with two 400-ton lighters in tow. It was not considered possible that any assistance could be rendered to the stranded steamer for the time being, owing to the heavy seas that was running, but it was thought that if the weather moderated, the vessel could be lightened and refloated on the exceptionally high tide—nearly the top of the Spring-tide, which is always at its highest in September.

On Monday, the 5th instant, the L.C.S. *Lienhsing*, inward bound from the North Channel, passed through the North Channel and noticed that the *Proteus* was still aground, heading South, with both anchors drawing abeam. There was still a very heavy sea running, but the weather was moderating. The tug-boat *Fu'con* was then out and apparently taking soundings around the bank. The *Sinfulun*, with two lighters in tow, was further inside, under shelter of the North bank. The *Proteus* was moving on the bank—possibly pounding—but did not seem to be in distress.

A DROWNING FATALITY.

About 6 a.m. on Tuesday one of the lighters which had been in tow of the *Sinfulun* dragged her anchor and Captain H. S. Anderson, who was in command of the *Sinfulun*, at once sent his boat full steam ahead to recover the drifting lighter. There was a high sea running and the *Sinfulun* was struck by a wave and carried on to a sand bank. A second wave capsized her and she sank almost immediately. A Chinese engineer and two engine-room assistants were unable to escape from the sinking vessel and were drowned in the engine-room; but Captain Anderson and the remainder of the crew got free of the ship and managed to grasp floating gear. The members of the Chinese crew were rescued by a native junk, but Captain Anderson, who was in a weak state of health and had been suffering from dysentery for several weeks, relinquished his hold of the spar to which he was clinging and was seen no more. The rescued crew arrived in Shanghai on Tuesday evening in a native boat, and at ten o'clock the same evening the Tug and Lighter Company despatched the tender *Alcedora* to the scene of the disaster, to recover the bodies of the drowned, if possible, to take off the passengers from the str. *Proteus*, and to locate the *Sinfulun* and salvage her.

Captain H. S. Anderson, who was a native of Norway and about 45 years of age, arrived in Shanghai about eighteen years ago and was for some time in command of the barque *Yerry*. In 1897 he became master of the steamer *Norfolk*, which was then plying between Shanghai and Wosung Fort and was afterwards renamed the *Kiangpoo*. Later he joined the service of Messrs. Wheelock & Co., and eventually became master of the tender *Victoria* and afterwards of the *Sinfulun*. He was of a most genial and generous disposition and numbered amongst his many friends almost every member of the mercantile marine community.

BANKS

Bombay	Tientsin	Hankow
Newchwang	Dalny	Peking
Antung	Liyang	Port Art
Tieling	Chiañg Chun	Mukden
Kobe		

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per

On fixed deposits for 12 months 4% per annum
 " " " " 6 " 3 1/2% "
 " " " " 3 " 2 1/2% "
TAKEO TAKAMICHI.
 Manager.
 Hongkong, 14th March, 1910. [393]

FASHIONS AND FANCIES.

THE HOBBLE SKIRT.

Is it to be or not to be? Authorities differ. New York declares for it, which is strange, for the American ladies' figure is a little adapted to ultra-tightness as the Dutch. The probabilities are that they will not accept this device, for no one dresses in better taste than the women of the States. They know what is suitable and they abide by it. To stagger along the streets with a bandage at the back of their skirts would be contrary to all their canons of good taste. They are sweetly reasonable, to judge from the visitors to London, who come across the horizon, pond in their thousands every year. Town is full of them now, on their way through for the liners that are to take them back again. Their travelling costumes are models of what such things should be. Well cut, well made, well put on, well brushed, but more could be desired? Their hats follow suit in absolute correctness, and their shoes are equally unimpeachable. Naturally enough, the American gentleman enjoys a reputation on the Continent as much better dressed than our own countrywomen of a similar class. Is it likely that they will ruin this reputation by adopting the hobble skirt?

WHAT LADIES' TAILORS SAY.
That draped skirts are to supersede the skimped, tied-in ones, is the dictum of one of the most distinguished "hierarchs of cloth," a title bestowed by Carlyle in his "Sartor Resartus." "But," added this member of the Cabinet of Clothes, "skirts will be narrower than they have been for a long time up to this present development of the extreme fashion. They will be draped, it is true, but in such a manner as to show no divergence from the straight, natural fall of the folds. But no tying-in! There will be none of that in autumn models." This is good news. Let New York enjoy its hobbled frocks. Paris and London will have none of them.

THE COMING SKIRT.
The width of the coming skirt is to be from a yard and a half to two yards. It will be unsuitable for tennis, but may be danced in. The petticoat has been dispensed with long ago by the smart dresser, and the front of it is almost a forgotten sight and sound. The logical development of all this would be certainly trousers, were it not for the principle of reaction that rules in matters of dress as in some other things. Last year the normal skirt of the well-dressed woman measured from three and a half to four yards round. The year before that we often had a hem of seven yards round, especially in light materials. This rapid reduction can now go no further without the division that points to trousers. Should that arrive, women will gain in freedom of movement, and will lose many things. The generation of them would fill a whole page of Thursday's Globe!

THE STRING OF PEARLS.
The pearl has had a vogue beyond the common during the last ten years, and the recent mourning has given a further stimulus to its popularity. With a toilette that is entirely black the effect of a string of pearls was found to be quite remarkable. These exquisite things have such a beautiful colour, almost a positive tint as compared with white, that the colour that with a background of intense black the pearl emerges with an importance not always realised by the wearer, but appreciated at once by the spectator. It is certain that pearls will be worn even more

than ever during the next few years. The ladies of Paris have been devising new modes of enhancing their charm when seen with evening dress. It has become almost "unmarriageable" to wear them in the ordinary manner. Even dog collars are seen in the hair, used as a band round the chignon of curls and dividing it from the arrangement which presses forward the hair upon the forehead, the temples, and the ears. Long ropes of pearls are seen, woven in and out of the folds of hair, and though the brunettes would seem to have a special right to look well in such a coiffure, her fair-haired rival can compete with her on fairly even conditions.

SOME NOVEL WAYS OF WEARING PEARLS.
A coiffure seen at a recent "marriage contract" ceremony in a great house not far from Paris, had a rope of pearls arranged in loops that formed a kind of tiara; the loops rising high in the centre and surrounding the bunch of curls that rioted over the back. On the same occasion, a lady in dark blue chiffon wore a magnificent string of pearls across the décolleté of her bodice in a diagonal line, the ends fastened by diamond brooches. The top of her bodice was outlined by another row of splendid pearls. It was not unusual during the height of the Paris season to see the whole of the décolleté edged with pearls, and some of the smartest of Parisian made their "ropes" into shoulder straps, each ending in a long loop back and front. Another mode of wearing ropes of pearls was to fasten one across each shoulder by diamond brooches, leaving the rest of the "rope" to fall loosely under the arm. A celebrated dancer who is said to possess pearls valued at £80,000 has worn some of them in this fashion.

SOME CURIOUS HATS.
On the river may be seen some of the prettiest completions, and some of the most extraordinary hats. To the bee-hive we have become accustomed, and custom has made the extinguisher familiar. But a new shape exactly like that of a hat-box is surprising on first introduction. One of its manifestations is in white China silk, pleated flat and arranged in this way round the crown, which is as the body of the hat-box. The rim may be in fine fancy straw or else in pleated chiffon, like the rest. A curious detail is a band of black velvet round the highest part of this remarkable hat. Another odd shape, made in fine black straw, is that of the stage Irish cabman, and is worn at the back of the head, making an all-round frame for the face.

THE COUNTRY HOUSE VISIT.
The serge or tweed suit for mornings, and the afternoon motor ride, followed by the rest-gown, donned at the hour of tea, leave but small occasion for the dainty afternoon frock, with its slightly trained skirt, but it has to be provided. On wet days that have to be spent at home it may be done, but in the present scheme of life its uses are becoming more and more infrequent. It is made sometimes of striped gauze in contrasting colours. Blue and grey are the tints of one such gown, cut in one and rather shortwaisted with a small section of a dark blue belt at the back. The gown is carried up almost to the throat, this yoke being a very shallow one, extending only an inch or so below the base of the collar, which is made of fine lace in a large, open pattern. With the small yokes the sleeves are invariably carried down to the dress material almost to the wrists, whereas with deep yokes the dress sleeves are short, and the under ones long. The affinity between yoke and sleeve is preserved by all good dressmakers.

THE NEWEST SCARF.

The scarf has returned to fashion again, after a short eclipse, and affords much exercise to the ingenuity of clever modistes in its manipulation. One of the cleverest is furnished with sleeves, and has a narrow, straight back, but long, wide ends in front, each richly embroidered and fringed. In the same colour and material as the gown, this scarf is triumphantly successful. For instance, a dress in the very soft moiré silk, new so fashionable, has a supplement of the kind which adds to its pleasing effect. Some women are as clever in the wearing of a scarf as the Spanish women in the flitting of a fan.—X. and Z. in the Globe.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st September.—
CITY AND HILL DISTRICT WATER WORKS.

LEVEL.	1909.	1910.
Below overflow. Above overflow.		
Tytan	17 ft. 6 in. 0 ft. 6 in.	
Tytan Bywash 27 ft. 11 in. 6 ft. 6 in.		
Below overflow. Below overflow.		
Tytan Intermediate	0 ft. 6 in. 1 ft. 7 in.	
Below overflow. Below overflow.		
Pokfulum	1 ft. 3 in. 0 ft. 2 in.	
Wong-nai-chung 2 ft. 2 in. 5 ft. 5 in.		

STORAGE GALLONS.	1909.	1910.
Tytan	252,740,000	388,760,000
Tytan Bywash	18,000	13,706,000
Tytan Intermediate	198,768,000	205,248,000
Pokfulum	63,160,000	65,550,000
Wong-nai-chung	27,605,000	23,572,000
Total	542,291,000	696,836,000

CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF AUGUST.

CONSUMPTION.	1909.	1910.
Estimated population	127,693,000	165,037,000 gallons
Estimated population	209,010	210,810
Consumption per head per day	19.7	25.2 gallons

Intermittent supply by Rider mains in Rider main Districts during August 1909. Constant supply in all districts during August, 1910.

KOWLOON WATER WORKS.

LEVEL.	1909.	1910.
Below overflow. Below overflow.		
Kowloon Gravitation Reservoir	17 ft. 7 in. 22 ft. 5 in.	

STORAGE GALLONS.	1909.	1910.
Kowloon Gravitation Reservoir	194,667,000	160,108,000

CONSUMPTION OF WATER IN KOWLOON DURING THE MONTH OF AUGUST.

CONSUMPTION.	1909.	1910.
Estimated population	25,330,000	26,820,000 gallons
Estimated population	88,900	93,700
Consumption per head per day	9.2	9.2 gallons

The Government Analyst reports that the water is of excellent quality.
W. CHATHAM,
Water Authority.

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CHINA	CHINA	CHINA
Peking	Soochow	Canton
Tientsin	Chinkiang	Whampoa
Peitaiho	Nanking	Kowloon
Chingwangtao	Wuhu	Lappa
Taku	Kowliang	Samsui
Antung	Hankow	Kongmoon
Manchurian	Yochow	Nanning
Trade Centres	Shanghai	Wuchow
Neuchang	Ichang	Kwangchow
Taiwan	Chungking	Yunnan
Port Arthur	Hankow	Hollow
Chafoo	Ningpo	Longchow
Wohaiwei	Wanchow	Mingtsi
Kiaochow	Santa	Hokow
Tsinanfu	Foochow	Samsui
Mukden	Amoy	
Shanghai	Swatow	

JAPAN AND FORMOSA	JAPAN AND FORMOSA	JAPAN AND FORMOSA
Tokyo	Osaka	Kobe
Yokohama	Manila	Taiwan
Hyoogo	Nagasaki	Takao
Kobe	Hakodate	Anping
Shimonoseki	Tamami	

Vladivostok	CHINA	CHINA
Seoul	Wonsan	Mokpo
Chungmu	Pusan	Chinnampo
Kunsan	Pingyang	Songhoin
	Masampo	

HONGKONG AND ITS DEPENDENCIES

MACAO	MACAO	MACAO
Hanoi	Annam	Tourane
Haiphong	Hue	Saigon
Tonkin Province	Quilon	Cambodge

PHILIPPINES	PHILIPPINES	PHILIPPINES
Manila	Iloilo	Cebu
Samar	Labuan	British N. Borneo

STRAITS SETTLEMENTS	STRAITS SETTLEMENTS	STRAITS SETTLEMENTS
Singapore	Penang	Malacca
Malay States	Malay States	Malay States

NETHERLANDS INDIA	NETHERLANDS INDIA	NETHERLANDS INDIA
Batavia	Sourabaya	Pandang
Solo	Medan	Macassar

East Coast of Sumatra	East Coast of Sumatra	East Coast of Sumatra
British	German	Austrian
French	Japanese	United States
	Siamese	Italian

OFFICES OF COAST AND RIVER STEAMERS.
The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

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THE MAPS AND PLANS have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year of the following:

COLONIAL PLANS OF PORTS OF FOREIGN HONG KONG, KOREA AND HONG KONG.

PLAN OF YOKOHAMA.

PLAN OF KOREA AND HONG KONG.

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 21st inst.
LONDON, &c. VIA PORTS OF CALL	DELTA	Brit. str.	—	B. W. H. Enow	P. & O. S. N. Co.	On 17th inst., at Noon
LONDON & ANTWERP	STYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 5th Oct.
HAVRE, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Kunied	HAMBURG-AMERICA LINE	To-morrow.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	ALDENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 2nd Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ALDENIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 11th Oct.
MARSEILLES, &c. VIA PORTS OF CALL	VILLE DE LA CIOTAT	French str.	—	Barillon	MESSAGERIES MARITIMES	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MITAZAKI MARU	Jap. str.	—	T. Mami	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Gregory	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 28th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERICA	Ger. str.	k. w.	Deinat	HAMBURG-AMERICA LINE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	Kunied	NIPPON YUSEN KAISHA	On 12th Oct., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LARSEN	Ger. str.	k. w.	B. Talskov	HAMBURG-AMERICA LINE	On 23rd Oct.
TRIESTE, &c. VIA SINGAPORE, &c.	VORWARTS	Ger. str.	—	H. Formes	SANDER, WIELER & Co.	On 29th inst.
NAPLES, GENOA, ALGERIES, GIBRALTAR, &c.	BUELO	Ger. str.	—	H. Formes	SANDER, WIELER & Co.	On 21st inst., at Noon
BOSTON & NEW YORK	SAINT PATRICK	Brit. str.	—	F. S. Cowley	DODWELL & Co., Ltd.	About 12th inst.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	SUVERIO	Brit. str.	—	F. S. Cowley	DODWELL & Co., Ltd.	On 27th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	T. Ogata	OSAKA SHOSHN KAISHA	On 21st inst., at Noon
CALLAO, IQUIQUE, &c. VIA JAPAN, SINGAPORE, &c.	RYUO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 12th Oct., at Noon
AUSTRALIAN PORTS VIA MANILA	KAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 22nd Oct., at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 30th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	HIKAKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th Oct., at Noon
KOBE & YOKOHAMA	HIKAKO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 15th inst., at 5 p.m.
YOKOHAMA AND KOBE	COLENEZ	Ger. str.	—	H. Reagen	MELCHERS & Co.	About 20th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th inst., at Noon
JAPAN	TIMAHU	Dut. str.	—	Bomman	JAYA-CHINA JAPAN LINE	Quick despatch.
CHEFOO & NEWCHWANG	PAOTING	Brit. str.	k. w.	V. McOyom-Liddell	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
TIENTSIN	CHEONGSHING	Brit. str.	—	Rietveld	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon
SHANGHAI KOBE & YOKOHAMA	KAKKA	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CEYLON MARU	Jap. str.	—	F. Pryor	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI, MOI & KOBE	BUNYU MARU	Jap. str.	—	Y. Fung	OSAKA SHOSHN KAISHA	On 15th inst., at Noon
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHENAN	Brit. str.	1 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
SHANGHAI	DEBHI	Brit. str.	—	C. Lindbergh	P. & O. S. N. Co.	About 15th inst.
SHANGHAI	LINAN	Brit. str.	1 m.	Haisich	BUTTERFIELD & SWIRE	On 18th inst., at D'light
SHANGHAI YOKOHAMA & KOBE	AUSTRIA	Aus. str.	—	E. Malchow	SANDER, WIELER & Co.	About 21st inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	C. E. Longdon, R.N.R.	MELCHERS & Co.	About 22nd inst.
SHANGHAI, MOI, KOBE & YOKOHAMA	PALAWAN	Ger. str.	—	Wagner	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	C. FRED. LARSEN	Ger. str.	k. w.	Remley	HAMBURG-AMERICA LINE	On 4th Oct., at Noon
SHANGHAI, KOBE & YOKOHAMA	ARMENIA	Ger. str.	k. w.	A. Pander	JAYA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI	TILLWONG	Dut. str.	—	Y. Yamamoto	OSAKA SHOSHN KAISHA	To-morrow, at Noon
TAKAO & ANPING VIA SWATOW & AMOY	SOBU MARU	Jap. str.	—	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 12th inst., at 10 a.m.
TAMUI VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	—	A. H. Stewart	DOUGLAS LAFRAIK & Co.	On 15th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAIYANG	Brit. str.	2 h.	W. C. Parnmore	DOUGLAS LAFRAIK & Co.	On 16th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAIYUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 20th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	A. W. Osterbridge	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA	TEAN	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 4 p.m.
MANILA	LOONGHANG	Brit. str.	—	P. H. Holle	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon
MANILA	ZAVIRO	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon
MANILA	YUENSANG	Brit. str.	—	F. Semhill	MELCHERS & Co.	End of Sept.
KUDAT & SANDAKAN	RUBI	Ger. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	On 23rd inst.
SINGAPORE, COLOMBO & BOMBAY	BORNEO	Ger. str.	—	Moreno	CARLOWITZ & Co.	To-day, at Noon
BOMBAY VIA SINGAPORE & PENANG	TOTA MARU	Jap. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
SINGAPORE, PENANG & CALCUTTA	CAPRI	Ital. str.	—	Zwart	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	POOKSANG	Brit. str.	—		JAYA-CHINA JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TILANTAP	Dut. str.	—			

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

JUST NOW FOR SALE:

5 FIELD FORGES, 1 COLLECTION IMITATION JEWELLERY,

AND SOME OTHER SMALL CONSIGNMENTS.

PLEASE APPLY TO MY OFFICE.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Linan*, with the Siberian mail, is due to arrive at Hongkong to-morrow. The *Delhi*, with the English mail of the 19th ult., left Singapore on Friday, the 9th inst., at 4:00 p.m., and may be expected here to-morrow, at 7:00 a.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 10th of August, and for despatch overland on the 17th of August.

FOR	PER	DATE.
Swatow, Amoy and Foochow	Hanyang	Tuesday, 13th, 9:00 A.M.
Hohow and Haiphong	Hanoi	Tuesday, 13th, 9:00 A.M.
Singapore, Penang and Bombay	Capri	Tuesday, 13th, 10:00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN.
(Late Letters 11:00 A.M. to NOON. Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Macao	Sui Tai	Tuesday, 13th, 11:00 A.M.
Manila	Tea	Tuesday, 13th, 11:00 A.M.
Singapore, Penang and Colombo	Kumohoe	Tuesday, 13th, 4:00 P.M.
	Miyasaka Maru	Tuesday, 13th, 5:00 P.M.

Fort Bayard and Haiphong	Touareg	Wednesday, 14th, 8:00 A.M.
Amoy, Swatow and Rangoon	Beang Bee	Wednesday, 14th, 8:00 A.M.
Singapore, Penang and Calcutta	Pookang	Wednesday, 14th, 11:00 A.M.
Swatow, Ningbo and Shanghai	Hongkong	Wednesday, 14th, 11:00 A.M.
Swatow, Amoy, Anping and Takao	Soshu Maru	Wednesday, 14th, 11:00 A.M.
Macao	Sui Tai	Wednesday, 14th, 3:00 P.M.
Chafco and Newchwang	Fooking	Thursday, 15th, 9:00 A.M.
Swatow	Hakim	Thursday, 15th, 11:00 A.M.
Swatow, Amoy, Foochow and Shanghai	Sui Tai	Thursday, 15th, 11:00 A.M.
Macao	Chenau	Thursday, 15th, 3:00 P.M.
Shanghai	Chenau	Friday, 16th, 9:00 A.M.
Swatow, Amoy and Foochow	Haiching	Friday, 16th, 11:00 A.M.
Macao	Sui Tai	Friday, 16th, 3:00 P.M.
Manila	Loongang	Saturday, 17th, 9:00 A.M.

Kobe, Nagasaki, Yokohama, Hongkong, San Francisco	Mongolia	Saturday, 17th, 10:00 A.M.
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Port Darwin Thursday Is. Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	St. Albans	Saturday, 17th, 10:00 A.M.
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Manila	Chongching	Saturday, 17th, 10:00 A.M.
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EUROPE, &c., INDIA VIA TUTICORIN. (Late Letters 11:00 to NOON Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 16th inst., at 5 P.M.	Delta	Saturday, 17th, 10:00 A.M.
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Macao	Sui Tai	Saturday, 17th, 11:00 A.M.
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SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, & YAOYUEN (H.O.) SIBERIAN MAIL TO EUROPE	Empress of India	Saturday, 17th, 11:00 A.M.
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Manila, Moji, Kobe, Yokohama, Hakodate, Shanghai and Portland	Bygia	Saturday, 17th, 5:00 P.M.
SIBERIAN MAIL TO EUROPE	Linan	Saturday, 17th, 5:00 P.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 20th, 9:00 A.M.
Singapore, Penang and Calcutta	Loisang	Tuesday, 20th, 11:00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN. (Late Letters 11:00 A.M. to 11:30 Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Buelow	Wednesday, 21st, 10:00 A.M.
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Manila	Yuenang	Friday, 23rd, 3:00 P.M.
Manila	Kubi	Saturday, 24th, 10:00 A.M.

TELEGRAPHIC ADDRESS:
MARINEWORK

TELEPHONE:
Office 358, Works 354.

WILLIAM C. JACK & CO., LTD.,

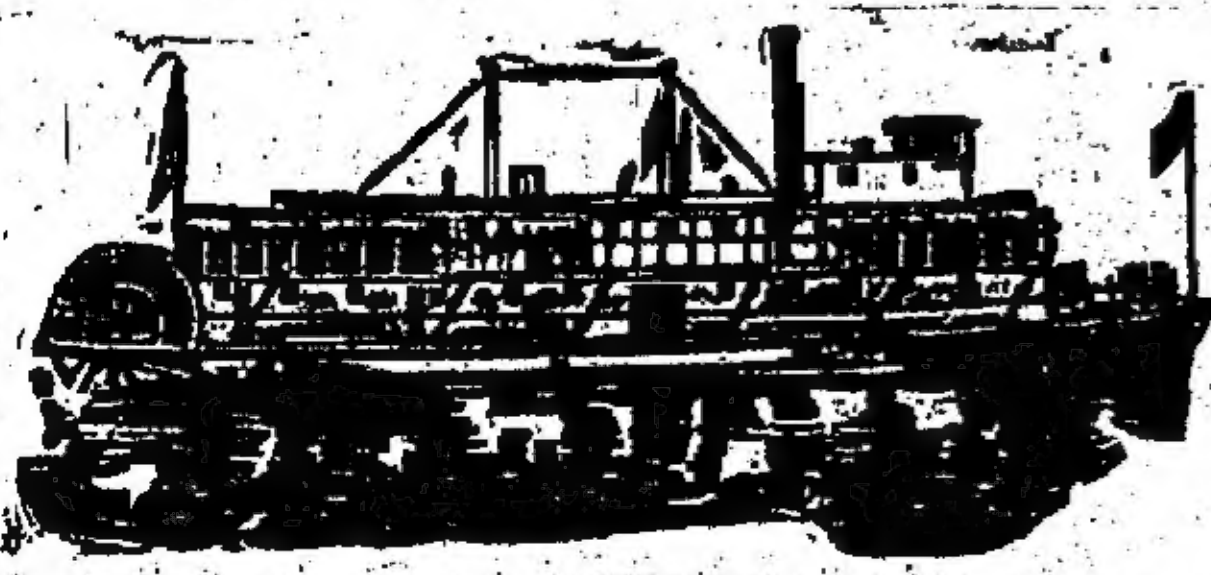
ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

LIGHT

DRAFT

VESSELS



"If a man can write a better book, preach a better sermon, or make a better mousetrap than his neighbor, though he build his house in the woods, the world will make a beaten path to his door."—EMERSON.

OUR LINES ARE

"OSRAM" LAMPS. "PETTER" ENGINES. "ALLEN" PUMPS. "HALL'S" DISTEMPER, ATLAS METALS AND SOUND MECHANICAL AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

SHARE LIST.—QUOTATIONS.

11 HONGKONG, SEPTEMBER 12TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$935, buyers
National Bank of China, Limited	99,925	27	26	\$87, 10/
Bank of Communications, Limited	8,604	12/6	12/6	\$8, buyers
China Bank, Limited	60,000	\$12	\$12	\$8, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.40
China Provident Loan & Mortgage Co., Ltd.	20,000	\$10	\$10	\$8, buyers
COTTON MILLS.				
Wing Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 55.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	\$6	\$19, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53, buyers
Hongkong Dock & Wharves Co., Ltd.	50,000	\$50	all	\$50.
New Amoy Dock Co., Limited	10,000	\$6 1/2	\$6 1/2	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 112.
SEAWICK & CO., LIMITED	18,000	\$25	\$25	\$9, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$4.75, s. div.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$104, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$82, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$125, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7.
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$185, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$825, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, s. & buy.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$30	\$30	\$32.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, buyers
MINE.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Bank Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7 1/2.
PEAK TRAMWAYS CO., LIMITED	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$11, sellers
RESINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Lazoo Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$25, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$60, L'don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$8.
Star Ferry Company, Limited	10,000	\$10	\$5	\$84, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$11, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, sellers
STORES AND DISPENSARIES.				
Lampbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Cowell, Limited	15,000	\$7	\$7	\$12, buyers
Watkins, Limited	10,000	\$10	\$10	\$3.
A. S. Watson & Co., Limited	90,300	\$10	\$10	\$62, sellers
Weismann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$11 1/2, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300.
RUBBERS.				
Allagun	750,000	2/	all	6/.
Anglo-Malays	1,500,000	2/	all	25/.
Halgonwies	151,200	2/	all	\$14 (Str.)
Bank Tiges	70,000	\$1	all	\$8/6
Bank Kijang	80,000	\$1	all	63/6
Cherfields, fully paid	30,000	\$1	all	120/.
Cherfields	70,000	\$1	all	20/.
Eastern and International	250,000	\$1	10/	117/5
Highlands and Lowlands	307,143	\$1	all	6/3 prom.
Kamunings	1,825,000	2/	all	—
Kuala Lumpur	180,000	2/	all	—
Lahus	100,000	2/	all	32/6
Ledbury's	100,000	2/	all	54/6
Linggis	900,000	2/	all	13/.
London Asiatics	1,265,000	2/	all	6/6.
London Ventures	—	—	all	7/3.
Moslemas	—	—	all	\$28 (Str.)
Pegohs	—	—	all	\$31, s. div. (Str.)
Sanytorofa	50,000	\$2	all	25/.
Sapongas	100,000	\$1	all	72/6
Shelfords	65,000	\$1	all	14 (Str.)
Singapore and Johore	125,000	\$2	all	13/.
Sunstar Parais	995,000	2/	all	—
Sungel-Kopars	90,000	2/	all	—
United Serangs	170,000	\$1	all	120/.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

CROSSLEY BROTHERS, LTD. OPENSHEAW, MANCHESTER.

MAKERS OF:
GAS & OIL ENGINES,
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FOR
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PURPOSES, TO
WORK WITH ALL
KINDS OF FUEL:
SUCTION
AND
PRESSURE SYSTEMS.
AMMONIA RECOVERY
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HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT
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W. R. LOXLEY & CO.,
YORK BUILDINGS.

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Hongkong.

The F. G. L. Metal Filament Lamps

ARE NOW SOLD AT GREATLY
REDUCED PRICES.

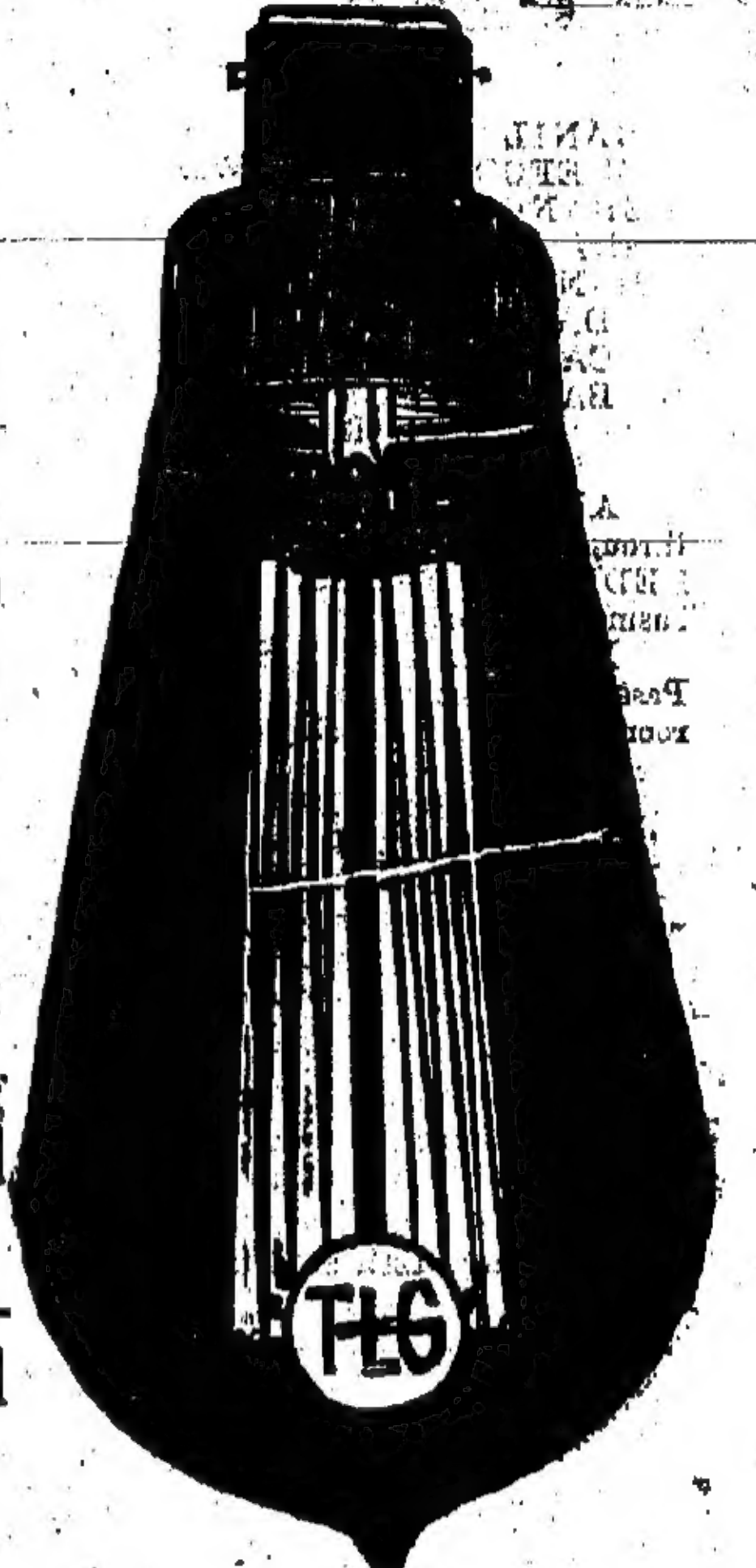
THE
F. G. L. METAL
FILAMENT
LAMPS

Save 75 per cent. current
over carbon filament
lamps.

ARE THE CHEAPEST
AND BEST IN THE
MARKET.

Give agreeable white light.
Little risk of breakage.
Life 2000-3000 hours.
Great constancy of lighting
during the whole period
of burning.
Small pleasing forms, pear-
shaped, plain or frosted
glass.
Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are
advised to keep a record of these numbers, in order to prevent
substitution of broken for sound lamps.



TODAY		OPIUM.	
9 P.M.—Warwick Major's Comedy Co. at Theatre Royal, "Old Heidelberg."		September 10th.	
FORTHCOMING EVENTS.		Quotations are:—	
Saturday, 17th Sept.—Eighteenth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club, 11 A.M.		Malaya New ... \$1,950/2,000 per picul.	
Saturday, 17th Sept.—Ninth Ordinary Annual Meeting of China Light and Power Co., Ltd., Noon.		Malaya Old ... \$2,010/2,050	
Tuesday, 20th Sept.—Extraordinary General Meeting of Hongkong Club, 5.15 P.M.		Malaya Older ... \$2,060/2,100	
Thursday, 22nd Sept.—Annual General Meeting of Hongkong Football League at Y.M.C.A. Rooms, 5.30 P.M.		Malaya V. Old ... \$2,110/2,150	
Saturday, 24th Sept.—Ordinary Annual Meeting of Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd., 11.15 A.M.		Persian fine quality ... \$1,400/1,500	
Saturday, 24th Sept.—Ordinary General Meeting of Douglas Steamship Co., Ltd., Noon.		Persian extra fine ... \$1,900	
		Patna New ... per chest.	
		Patna Old ... \$1,930	
		Benares New ... \$1,930	
		Benares Old ... \$1,930	

HONGKONG TIDE TABLE.			
From September 13th to 16th, 1910.			
HIGH WATER.		LOW WATER.	
Date.	Time.	Date.	Time.
Wed. 14	10.00	Wed. 14	10.00
Thurs. 15	10.00	Thurs. 15	10.00
Fri. 16	10.00	Fri. 16	10.00
Sat. 17	10.00	Sat. 17	10.00

COMMERCIAL.			
RE-CHANGE			
CLOSING QUOTATIONS.			
September 12th.			
ON LONDON:—	Telegraphic Transfer	1/34	
Bank Bills, on demand	1/34		
Bank Bills, at 30 days' sight	1/34		
Bank Bills, at 4 months' sight	1/34		
Credits, at 4 months' sight	1/34		
Documentary Bills 4 months' sight	1/34		
ON PARIS:—	Bank Bills, on demand	22 1/2	
Credits, at 4 months' sight	22 1/2		
ON GERMANY:—	On demand	183 1/2	
ON NEW YORK:—	Bank Bills, on demand	43 1/2	
Credits, at 60 days' sight	44 1/2		
ON BOMBAY:—	Telegraphic Transfer	134 1/2	
Bank, on demand	134 1/2		
ON CALCUTTA:—	Telegraphic Transfer	134 1/2	
Bank, on demand	134 1/2		
ON SHANGHAI:—	Bank, at sight	74 1/2	
Private, 30 days' sight	75 1/2		
ON YOKOHAMA:—	On demand	88	
ON MANILA:—	On demand	76 1/2	
ON BATAVIA:—	On demand	107 1/2	
ON HAIKONG:—	On demand	11 1/2	
ON SAIGON:—	On demand	1 1/2	
ON BANGKOK:—	On demand	86 1/2	
SOVEREIGNS, Bank's Buying Rate	\$11.10		
GOLD LEAF, 100 fine, per tael	\$58.30		
BAB SILVER, per oz.	24 1/2		

HONGKONG METEOROLOGICAL REGISTER.			
Hongkong Observatory, September 12th.			
	Previous Day	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.79	29.88	29.89
Temperature	81	81	81
Humidity	88	81	85
Wind Direction	East	East	S
" Force	2	1	1
Weather	0	0	0
RAIN	0.00	0.00	0.00

Highest open air Temperature on 11th.....88°
Lowest open air Temperature on 11th.....76°

NOTICE TO KOWLOON RESIDENTS
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